


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 10-095</p> <p>Date: 03 September 2010</p> <p>Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>
<p>In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below. All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation closing date indicated.</p>	
Type Approval Holder's Name : Eurocopter Deutschland GmbH	Type/Model designation(s) : BO105 helicopters
TCDS Number : EASA.R.011	
Foreign AD : Not applicable	
Supersedure : None	
ATA 62	Main Rotor – Main Rotor Blade Erosion Protective Shell – Inspection / Replacement
Manufacturer(s):	Eurocopter Deutschland GmbH (ECD), Eurocopter Hubschrauber GmbH, Messerschmitt-Bölkow-Blohm GmbH
Applicability:	BO105 A, BO105 C, BO105 D, BO105 LS A-1, BO105 LS A-3 and BO105 S helicopters, all variants (except variants CB-5, DBS-5), all serial numbers.
Reason:	<p>During an inspection on a BO105 helicopter, debonding was found on the erosion protective shell of one of the main rotor blades. Investigation showed that the reason for this debonding was incorrect installation of the erosion protective shell.</p> <p>This condition, if not corrected, could result in loss of the erosion protective shell during flight, leading to unbalance of the main rotor and high vibrations which could cause damage to the helicopter. A detached erosion protective shell could damage the tail boom or tail rotor, possibly resulting in loss of tail rotor control, or fall away from the helicopter, possibly causing serious injuries to the persons on the ground.</p> <p>To address this unsafe condition, ECD has published Alert Service Bulletins ASB BO105-10-124 and ASB-BO105LS-10-12 that specify a one-time inspection of the main rotor blades for correct installation of the erosion protective shell.</p> <p>For the reasons described above, this AD requires the accomplishment of the inspection as outlined in the ECD ASB, as applicable to helicopter Model, and corrective action, depending on findings.</p>
Effective Date:	[TBD: 14 days after final AD issue date]

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within 50 flight hours or three months, whichever occurs first after the effective date of this AD, accomplish the following actions: <ol style="list-style-type: none"> (1.1) Identify the Part Number (P/N) of the main rotor blades and determine whether any blades are installed on which the erosion protective shell has been replaced between September 2006 and March 2010. The affected main rotor blades are identified in ECD Alert Service Bulletins (ASB) ASB BO105-10-124 and ASB-BO105LS-10-12. (1.2) If the installed main rotor blades match the conditions as specified in paragraph (1.1) of this AD, accomplish a one-time inspection for debonding of the erosion protective shell on the affected main rotor blades in accordance with the instructions of ASB BO105-10-124 and ASB-BO105LS-10-12, as applicable to helicopter model. (2) If, during the inspection as required by paragraph (1.2) of this AD, debonding is detected, replace the erosion protective shell in accordance with the instructions as described in Chapter 14-2 of the applicable BO105 Maintenance Manual (MM). (3) From the effective date of this AD, do not install on any helicopter a main rotor blade on which the erosion protective shell has been replaced between September 2006 and March 2010, identified in ECD ASB BO105-10-124 or ASB-BO105LS-10-12, as applicable to helicopter Model, unless it has been inspected and, depending on findings, corrected in accordance with the requirements of this AD.
<p>Ref. Publications:</p>	<p>ECD ASB BO105-10-124 dated 14 July 2010. ECD ASB-BO105LS-10-12 dated 14 July 2010. The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD. ECD MM BO105, MM BO105 LS A-1 and MM BO105 LS A-3</p>
<p>Remarks :</p>	<ol style="list-style-type: none"> 1. This Proposed AD will be closed for consultation on 01 October 2010. 2. Enquiries regarding this PAD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail ADs@easa.europa.eu. 3. For any question concerning the technical content of the requirements in this PAD, please contact: Eurocopter Deutschland GmbH Industriestraße 4 D-86607 Donauwörth, Germany Telephone: +49 (0)151-1422 8976, Facsimile: +49 (0)906-71-4111